

M I N U T E S

Traffic Safety Advisory Committee

Council Chambers

September 17, 2013



Attendance

Joel McCarroll (absent - Dan Serpico sat in for Joel), ODOT
Jim Roberts, Citizen Member
Denise Blake, School District
Doug Knight, City Councilor
Tom Stump, Vice Chair, Citizen Member
Nick Arnis (absent – Robin Lewis sat in for Nick), Chair, City Staff Member
Colin Stephens, City Community Development
Cory Darling, City Police Department
Dave Howe, City Fire Department
Erik Huffman, Citizen Member
Jim Roberts, Citizen Member
Michael Toney, Citizen Member

Absent (Joel McCarroll, Nick Arnis, George Kolb, David Olsen)

Welcome and Introductions

The committee and guests met Bill Michalek. He is a new citizen member of TSAC and has an extensive background in crash investigations as well as law enforcement. This background can help the committee considerably as we begin to focus on crash mitigations.

Approval of Minutes

June 18, 2013 minutes were approved. Tom Stump noted that the minutes from the March 19, 2013 meeting have not yet been approved. It was recommended that those be brought to the December meeting.

Review Agenda

Tom Stump requested that time be allocated on the Agenda to discuss Galveston (concept development and consultant work on Preliminary Design) as well as a quick update on the Riverside construction project.

Comments from the Public

Old Farm Neighborhood Association

Old Farm Neighborhood Association member, Henry Louke, provided some feedback on the Reed Market Detour. He again requested (see minutes June 18, 2013), speed limit reductions on Ferguson Road and an all-way stop at Wilson/15th due to high delays. Both requests were

processed with the city and staff was not able to approve either. ORS 810.180 does not allow the city to temporarily adjust designated speeds (the ORS only allows statutory speeds to be temporarily adjusted).

The only recourse to the city is that ORS 810.180 (9) allows the city to establish an emergency speed order for any designated speed on a roadway under its authority for a total posting of 120 days. The city must install the signs and remove them within the 120 day clock. Staff does not feel that there is an emergency situation occurring on Ferguson Road. On Ferguson Road, the only change in conditions is increased traffic.

Staff also reviewed the 9th/Wilson all-way stop sign request and made the determination that the operations had settled down quite a bit since the detour first began. The delays were found to be acceptable on Wilson Avenue and were very much time dependent. Most times of the day, delays were very short. Staff felt that stopping the top of the T intersection would not be intuitive to motorists and could increase crash activity at the intersection. Staff also noted that increased delay to 15th Street, also a portion of the detour, due to the all-way stop conversion, would not be beneficial to the overall detour operations. Staff has continued to monitor the situation with the change in construction staging on the Reed Market Corridor and continues to recommend against the all-way stop installation.

Mr. Louke requests a letter from the city stating such as an official response to his request.

Riverwest Neighborhood Association

Julie Hamilton from Riverwest Neighborhood Association noted that the city could use the NA as a conduit for providing information to the neighborhood. While they do not have all households and businesses in their database, they do have over 500 email addresses. She suggested that this might help the city prevent issues like the Galveston Bridge issues from occurring.

Ms. Hamilton also requested consideration of forming a Safe Streets Now program in Bend which could aid police in being the city's eyes and ears within a neighborhood. Cory Darling of the Bend Police Department noted that the city already has a Neighborhood Watch Program and would not be implementing any new programs at this time.

Ms. Hamilton also requested the city provide additional public outreach on changes to the Franklin Corridor, particularly with respect to the Sharrows. Robin Lewis identified that the Sharrow is a pavement marking that provides guidance to the person riding a bicycle on where the preferred riding position is located on a corridor. When placed to the left of on-street parking the Sharrow is positioned to keep the rider out of a door zone which allows people getting in and out of their car room to do so without interrupting the rider's path of travel.

At large

Mr. Kent Garlipp requested that the city update its web page to include minutes and agenda's from the TSAC committee. The agenda was not available on line for today's meeting. The date was listed and that is all. Many in the audience agreed that this would be helpful for them.

ODOT Highway Safety Improvement Program (HSIP)

Dan Serpico provided an update to the committee on the HSIP program. The program is new so some efforts have been spent identifying processes and protocols. Those are completed

and a consultant was used to review crash data to find corridors in the state that could benefit from changes in signing, striping, or signal equipment.

Federal funds have been allocated to ODOT to spend on rural and urban transportation safety throughout the state. City of Bend has corridors identified by ODOT that have made the 300% funding priority list. The list represents more (300%) funding needs than funding availability. The list was created to allow for local decisions to either implement the safety changes on their own, or to opt out of work on a corridor due to other reasons.

City corridors on the 300% list include:

- Basic Signalized Intersection Improvements
 - Reed Market Road (3rd Street, 27th Street signals)
 - 3rd Street (Revere Avenue to Murphy Road)
 - Penn/Neff (8th Street to Medical Center)
 - Colorado/Arizona (Wall & Bond)
 - Wall/Bond (Revere to Franklin)
- Pedestrian Intersection Improvements
 - Wall/Bond (Newport to Idaho)
- Curve Signage Improvements
 - Knott Road/27th Street (Hwy 97 to Stevens Road)

The city will work with ODOT as the list is pared down to the 150% list representing 150% of the available funding. Once the lists are finalized, if the city of Bend has corridors on the list, a determination will need to be made to enter into an IGA with ODOT to contribute an 8% local match to the HSIP program. The 150% list will be brought back to the TSAC committee when it is available.

Police/Enforcement: Update/request for attendance

Chief Sales is requesting City Council (September 18, 2013 at 5:00 PM in the Work Session portion of City Council) to support additional resources to improve safety in community. Recent crash analysis by the city documents need for increased enforcement, particularly for speed, DUII, biking rules of the road, and driver yielding to people walking and biking. TSAC was asked to attend the session.

The goals of the additional enforcement efforts include:

- Reduce overall crashes by 25%
- Reduce injury crashes by 35%
- Reduce fatal crashes by 50%

And will be focused on speed, DUII, and inattentive driving.

Overlay/Inlay/Chip Seal Safety Assessments: New Process

The City is assessing the next three-year project list (Summer 2014 to Summer 2016) for overlays, inlays, and chip seals to identify rapid safety and walking/biking facility enhancements. It is possible that additional costs to the overlay/chip seal could be funded through the city's

SDC funds or other capital outlay funds. The overlay/inlay/chip seal list is fluid right now, as budgets and corridors are being refined. Currently the 2014 list includes:

- Brosterhous (rr tracks to Knott)
- Purcell (Neff to Hwy 20)
- Simpson (Mt. Washington to Simpson)
- 2nd Street/Colorado Ave (Wilson to Industrial)
- Revere (Wall to 8th)
- Powers (Blakely to 3rd)
- College Way (Newport to Regency)
- Summit
- Awbrey (Mt. Washington to Newport)
- Mt. Washington (Shevlin to Summit east)

TSAC was asked to provide feedback to help identify safety or facility issues that could be assessed for possible inclusion in the project. Input was requested by October 1, 2013. Please send an email to rlewis@bendoregon.gov with your thoughts and ideas.

INFORMATIONAL ITEMS

Walk Friendly/Bike Friendly Community Applications

Jovi Anderson with the Bend Metropolitan Planning Organization (MPO) provided an update on the city's two Friendly Community Application processes (one for bike and one for ped).

The process of completing the application allowed the city to evaluate policies, standards, and implementation methods as well as on-the-ground systems. It was a good way to identify holes in our program.

Shared Future Coalition (safe alcohol use Coalition for Deschutes County)

TSAC members and attending citizens were requested to check out the new website www.sharedfuturecoalition.org. It was noted there are great resources assembled on this website. Each of us can perform a practical, everyday action to help keep our community safe and healthy.

Dave Howe noted that there are local radio stations advertising beer commercials in the morning hours, when children are likely to be in the car on their way to school. Mr. Toney wondered if the new paddle boat with kegerator that was proposed in the Bulletin article today may be the start of an open container policy on the river that changes the feel from no alcohol tolerated to it is ok to have alcohol on the river which will lead to a less safe situation for kids and families on the river.

Sharrows

When sharrows are positioned to the right of moving motor vehicle traffic, the sharrow provides positioning for both the automobile and the rider. Both vehicles have a place on the roadway.

When sharrows are positioned in the middle of the lane, this also provides a line of travel for the person on the bicycle, indicating to take a position in the middle of the lane.

Road User Safety Task Force – Update: Jovi Anderson

The City of Bend Traffic Safety Advisory Committee has designated a Road User Safety Task Force committed to education, engineering and enforcement. Task force members include, Deschutes County Bicycle and Pedestrian Advisory Committee, City of Bend Transportation Engineering, Commute Options, Bend Police Department, Bend Metropolitan Planning Organization, and Oregon Department of Transportation.

The next project the task force is working on is See and Be Seen as we move into autumn with less daylight during commute times.

Doug Knight asked if the RUSTF could work on a bicycle license program – this would include a bike safety audit of bikes sold in commercial venues (either new bikes or second hand bikes) in the many bike stores and re-sale stores in town.

Cory Darling noted that the new bike stores already participate in a bike registration program. The bike shop has the stickers and they send them to the police department with each new bike sale.

Multi Modal Traffic Safety Program: Update

The city is in the process of advertising an RFP to get a consultant on board to begin creating concept plans directed primarily towards roadway crossings of 5 lane roadways and bike-auto crashes at signalized intersections.

Progress on the concept plans will be updated to TSAC as available.

Items added to Agenda

Dan Serpico asked if he could bring back an agenda item updating the TSAC on the weeklong training session he spent in Portland learning about the design of biking facilities. TSAC agreed this would be a good topic to learn more about.

Galveston contract will be going to city council for authorization. This will kick off the project to develop a concept plan for the Galveston corridor between NW 14th Street and the Deschutes River.

Adjournment/reminder

Next TSAC Meeting:
December 17, 2013
8:15 AM to 10:00 AM